WILHITES'

ARCTIC SODA WATER.

BETTER THAN EVER!

Iwenty-Five Tickets

For \$1.00.

When you come to the City, and wish a good, cooling, refreshing glass of Soda, Vichy or Congress Water, go to

WILHITE & WILHITE

And call for Soda Water with "Red Orange Syrup." Beats the world. Strawberry, Raspberry, Pine Apple, Banana, Sarsaparilla, Vanilla, Orgeat. True to name, and of best

25 TICKETS FOR \$1.00

Good for either Soda, Vichy or Congress Water. Congress

The best Syrup in the City. Call for it at

WILHITE & WILHITE

"Go Tell all the People for Miles Around!" JOHN M. HUBBARD & BRO.

ARE PREPARED TO SELL MORE JEWELRY, MORE WATCHES,

MORE SILVERWARE, MORE CLOCKS, &C.,

AF PRICES MORE TO YOUR NOTION.

THAN EVER BEFORE.

PERSTHING in the shape of a Watch, Clock or Jewelry thoroughly repaired.

To our Friends and Customers who have so liberally patronized us in the past. We desire to return thanks, and offer our usual Spring and Summer Greeting!

WE ARE PREPARED TO OFFER BARGAINS IN ALL KINDS GENERAL MERCHANDISE, PLANTATION SUPPLIES FARMING IMPLEMENTS.

WEARE AGENTS FOR

Daniel Pratt Gin Co.'s Gins, Feeders and Condensers.
Barbour Machine Co.'s Cotton Seed and Grain Crusher.
Empire Threshers, Engines and Saw Mills.
Champion Reapers, Mowers and Binders—the world-renowned Harvesting Machines, which have been sold and used in Anderson and adjoining Counties for the past ten years, and for durability and economy there is none to compare with the Champion.
We would also mention the Count's Home-made 7-Fingered Grain Cradle—a South Carolina production—of which we sold during the season of 1848 several dozen by way of Introduction, and have made arrangements to furnish them this season again to all 'hô may desire a good home-made Cradle.

Our "White Hickory" one and two-horse Wagons are well known throughout this country, and speak their own praise.

Our "White Hickory" one and two-horse Wagons are well known throughout this country, and speak their own praise.

The Thomas Smoothing Harrow and Perfected Pulverizer is an implement that should be on every farm. They can be used for cultivating crops of Corn and Cotton, as well as in the preparation of the land for planting and sowing. Call and see them.

The "Wixon" Patent Heel Sweep is growing in favor every day. Invented and manufactured in Georgia. Used and recommended by the late J. C. Furman, the great intensive furmer of Georgia. The blades being adjustable and essily changed, make it a cheap and desirable Sweep. We are taking orders for future delivery, and would ask you to call and examine it.

We also sell the Mishawaka Sulky and Walking Tura Plows in all sizes.

The best Chewing Tobacco in the market, made by S. W. Venable, of Petersburg, The best Chewing Tobacco in the market, made by S. W. Venable, of Petersburg, The best Chewing Tobacco in the market, made by S. W. Venable, of Petersburg, The best Chewing Tobacco in the market, made by S. W. Venable, of Petersburg, The best Chewing Tobacco in the market, made by S. W. Venable, of Petersburg, The best Chewing Tobacco in the market, made by S. W. Venable, of Petersburg, The best Chewing Tobacco in the market, made by S. W. Venable, of Petersburg, The best Chewing Tobacco in the market, made by S. W. Venable, of Petersburg, The best Chewing Tobacco in the market, made by S. W. Venable, of Petersburg, The best Chewing Tobacco in the market, made by S. W. Venable, of Petersburg, The best Chewing Tobacco in the market, made by S. W. Venable, of Petersburg, The best Chewing Tobacco in the market of Themps Them

Anderson, S. C., April 80, 1885

McCULLY, CATHCART & CO.

FISHING TACKLE,

HOOKS and LINES

OF ALL KINDS AT

SIMPSON, REID & CO.'S

DRUC STORE,

Waverly House Corner, Anderson, S. C.

HIGH ROADS AND PRAILBOADS. Gen. McCrady Contends for More and

To the Editor News and Courier We read in a letter from Spartanburg, published in the News and Courier a few days ago, the statement that "the man who lives to witness the completion of the numerous and almost numberless railways projected and chartered will see that section cut up into very small squares with transportation almost unparalleled." We almost daily read of meetings throughout the State for the purpose of subscribing to build more railroads.

railroads.

The prediction of the writer from Spartanburg is undoubtedly true, provided the people can support the railroads after they shall have built them, but it called to mind the very able letter from Mr. John B. Cleveland, of Spartanburg, published last July, in which he contended that the State has the constitutional right to assume the railroad debts of the counties, towns and cities, and urged that it was right and proper that it should do so. That Mr. Cleveland's propesition is as serious as its arguments are plausible, will be realized when, in looking over the counties which arguments are plausible, will be realized when, in looking over the counties which have providently, or improvidently, burdened themselves with railroad debts, we find that combined already they have fifty-five representatives in the lower house, and need only the representatives from one or two more counties, which are now being pressed to incur railroad indebtedness, to have a clear majority in that branch of the Legislature. Does not the question of railroad building, then, lose its merely local interest and become one of concern to the State at large? And if so, are we sure that we large? And if so, are we sure that we are not building more railroads than our

Railroad legislation has received more attention than most subjects of general attention than most subjects of general interest, but even in regard to it the habit of local legislation has prevented proper consideration. It has been treated as if every suggestion for chartering a railroad should be acted upon without hesitation if the representatives from the proposed neighborhood favored it, and with the application for a charter the right to obtain subscriptions by counties, townships and towns—the subcounties, townships and towns-the subscriptions to be paid by taxation—has commonly been demanded of late years, and, considered as a purely local matter,

necessities demand and our circumstances

vided in the charters that the question of "subscription or no subscription" should besubmitted to the people, but experience has shown that while conforming to the letter of such provisions, so that the Courts have been unable to declare such Water relieves Headache and Dyspepsia, and is one of the best mineral waters sold.

THE CELEBRATED

NEW ORLEANS MEAD SYRUP,

Courts have been unable to declare such elections void, it has seldom happened that the people affected have had the question fairly presented to them, or have even, in some instances, been made aware of it until finding themselves bound. Then has often followed a struggle in the Courts to repudiate the bonds issued upon such elections. This has been the history of county subscriptions to railroads, not only in this State but elsewhere, especially in the West, where to railroads, not only in this State but elsewhere, especially in the West, where county subscriptions and bends have been most obtained in aid of railroad building. A glance at the reports of the United States Courts and of our own State will confirm the statement.

It is now too well settled, both by our Courts and those of the United States, to allow us to renew the question as to the competency of counties to incur in-

the competency of counties to incur in-debtedness and to issue bonds to be paid by taxation for the purpose of building railroads, but the wisdom of doing so is still in each instance open to discussion, a discussion to which the people of the State generally, since Mr. Cleveland's

Senator Butler, two years ago, very wisely called the attention of our people to the subject of their country roads and endeavored to induce some action for their improvement, but while the Legislature is year by year authorizing taxa-tion for railroads nothing has been done and little more thought of country roads.
In this we think there is a great mistake,
and believing that there is a limit which
should be observed in railroad extension facts, and venture to make some sugges-

tions in regard to it worthy, we think, of the attention of our people.

Mr. Poor, in the preface to his Railroad Manual for 1877-78, pointed out that the experience of the New England States has demonstrated that to enable railroads to be operated at a profit a population of at least 850 to a mile of railroad in necessary in this country, and added that the history of the railroads in the Western States had proved the same thing. Yet notwithstending this experience railroad building has gone far hevond this proportion to population. beyond this proportion to population. Except in the old Western States the Except in the old Western States the proportion of a mile of railroad to every \$50 inhabitants has been great y exceeded. In those States the ratio is very nearly a mile to every 900 of population. In the New England States there is a mile to every 643.79 of population; in the Middle Atlantic States a mile to every 657.50; in the Southern Atlantic States a mile to

But the similarity in the conditions of the railroad problem in these two sections of the country ends here. For we find that Mr. Poor gives the net earnings

they were but.

The railroads in the former States carried during the year 1883 of pas-

There is again almost identically the same number of miles of railroad in as in this State; there being in Connecticut one mile to every 647 inhabitants and in this State one to every 646. But in Connecticut the railroads carried in 1883 10,684,374 passengers and moved 5,005,168 tons of freight, while ours car-5,005,163 tons of freight, while ours carried 1,033,697 passengers and moved 1,404,624 tons. We must bear in mind too the important fact that of the 999,577 of the population of this State 604,332 are negroes, and but 391,245 of the like industrious and thrifty people who support the Northern and Western Railroads. Do not these statistics show that already to do five or ten times the business which now offers? And ought we to tax the people to build more when those already built have not business enough to do?

It is urged that if we build more railreads the population, and business will

roads the population and business will increase and furnish them with as many passengers and as much freight as they will be able to carry. But does experience warrant such an expectation? This was the theory upon which the vast amount of capital was invested in the new Western States, and in those States there were executived grounds on which there were exceptional grounds on which to base such calculations. There was the immense multitude of emigrants seeking homes in the West, and a virgin soil awaiting but their coming to yield untold wealth in grain. But even in that section there was a limit to the profitable building of railroads, as is shown in the case of Colorado, notwithstanding her silvar mines. her silver mines. In our case there are no such conditions on which to base rail-road speculation. We can expect no sudden expansion of business, nor the wonderful results which followed railroad building in some of the newly settled

territories.

We must remember, too, that the capital sunk in Colorado was foreign capital, voluntarily sent there on speculation, seeking great gains, in the face of possi-ble loss. The capital we risk in these ble loss. The capital we risk in these new enterprises is to be drawn from our own people, for the most part unwillingly, by taxation. We, ourselves, are not without some severe lessons in railroad enterprises in this State. We have already a city, town and county debt incurred for the building of railroads of \$4,137,579, to wit:

Anderson—Savannah Valley Railroad Thester—Chester and Lenoir Railroad \$55,000, Cheraw and Chester Railroad	\$ 25,00
\$35,000, Cheraw and Chester Railroad \$75,000 besterfield—Cheraw and Chester Railr'd billeton—Green Pond, Walterboro' and	130,00
Branchville Railroad	1,20
000, Edgefield, Trenton and Augusta Railroad \$400eorgetown and Lanes	6,40
Railroad	80,00
road	
road	
road	296,00
ter Bailroad	100,00
and Spartanburg Railroad 75,000 Freenville and Laurens Rail-	
road	149,50
partanburg and Ash eville	
Railroad	
partanburg City—Air Line	
Railroad 29,500 Inion—Spartan burg and	854,50
Asheville Railroad	145,20
Rallroad	66.40

These points, it will be observed, are almost entirely within the upper pine belt of the State, which, according to Major Hammond's statistics in the book published by the State Board of Agri-culture on the resources of the State, has a population of but 35.5 to the square mile—a population certainly unable to

mile—a population certainly unable to support more railroads.

Except then in the upper pine belt of the State, and one or two parts of the lower, we have already sufficient railroad facilities to allow one on good roads to go from any point in the State to some railroad and return in the same day. But is urged that while this is true with the map and compass, that it is not true practically, because our roads are so laid out, or rather have so run themselves, that the distances from railroads which must be travelled is in many instances much more than the

ed.

We would have our people bear in mind that it is not within the design and scope of railroads to run to every barn door nor to run on both sides of every stream. Railroads can never take the place of highways. As Mr. Nimmo, the chief of the bureau of statistics, treasury department, in his last report on the internal commerce of the United States, observes: "The fact that the railroad is an avenue of commerce, the pathway of which is no wider than the wheel of the vehicle which moves upon wheel of the vehicle which moves upon it, at the very outset forbade that it it, at the very outset forbade that it should become, in the ordinary sense, a free highway." "The railroad," as he elsewhere says, "became, therefore, at the very beginning, and from the very exigencies of its being, a monopoly." The buildings of highways has everywhere and always been the proper subject for taxation; but however the courts may have decided as to the technical, constitutional right to build railroads by taxabave decided as to the technical, consti-tutional right to build railroads by taxa-tion, the propriety of doing so must still remain open to question. The argument that a railroad, though a highway, is at the same time not only private property but a monopoly, and that the public should not be taxed to build that the profits of which enure always to the benefit of a few private individuals and practically never to repayment of the taxes, is not answered by the technical decision of the Courts. On the other hand, the improvement

decision of the Courts.

On the other hand, the improvement and repair of our country roads is to the emolument of no private individuals, but to the benefit of the public and all the public alike. In regard to them there is no monopoly of a highway. Every person may use them, ride or walk upon them without question from any one class.

own people, for the most part unwillingly, by taxation. We, ourselves, are not without some severe lessons in railroad enterprises in this State. We have already a city, town and county debt incurred for the building of railroads of \$4,137,579, to wit:

By the City of Charleston—
By the City of Charleston Railroad.

250,000
Charleston and Savannah Railroad.

250,000
Charleston and Fallroad.

250,000
Charleston and Savannah Railroad.

250,000
Charleston and Savannah Bailroad.

250,00 condition. Is not this a mistake? If a such a railroad is built will not all the cotton that now comes to Camdem from the north and east of it go to the nearest station north of Camden rather than be hauled in wagons to Camden and then building of the Cheraw and Chester Railroad. Before that railroad was built Chester did all the business between the Charlotte, Columbia and Augusta Railroad and the Catawba Bilver, but since that railroad was built Chester did all the business between the Charlotte, Columbia and River, but since that railroad has been opened it has lost thousands of bales of cotton. The cotton that is put on the railroad at Fort Lawn and Richburg does not stop in Chester, but passes through to Baltimore or New York. Chester loses this year 2,588 bales shipped from Richburg which, but for the Cheraw and Chester Railroad, would have come to it. So again with Blackville. Since the building of the Barnwell Railroad Blackville has lost many bales of cotton that formerly were handled in that town.

But it will be said the community at large build the railroads, and do not call upon the towns to do so. But is the community at large build the railroads, and do not call upon the towns to do so. But is the community at large build the railroads, and do not call upon the towns to do so. But is the community at large build the railroads, and do not call upon the towns to do so. But is the community at large of the fundamental maxims of political coonomy; but is not the effect of our building of railroads the as a complete statement of the town and cotton that now comes to Camdem from

While the larger part of the world is fighting grass a number are striving to propagate it. We are not sure but the common Crab grass could be profitably grown here on fallow land, but however this be a number of the improved grasses could certainly be. While we sit idly down and envy the dwellers in the Blue grass region of Kentucky and the Timothy and Red clover fields of the North, as preducers of hay we have in our reach

to go from any point in the State to some railroad and return in the same day. But is urged that while this is true with the map and compass, that it is not true practically, because our roads are so laid out, or rather have so run themselves, that the distances from railroads which must be travelled is in many instances much more than the map and compass would show. Granted; but which, then, is the better remedy—to ctraighten and improve our country roads or to build more railroads? This is the question we would have considered.

We would have our people bear in mind that it is not within the design and scope of railroads to run to every barn door nor to run on both sides of every stream. Railroads can never take the place of highways. As Mr. Nimmo, the chief of the bureau of statistics, treasury department, in his last report on the internal commerce of the United States, observes: "The fact that the railroad is an avenue of commerce, the two or three crops, dies out. It will grow well here and is found largely in California and as far South as St. Augus-tine, Florida. It stands drouth well, as tine, Florida. It stands drouth well, as the roots in porous land go eight or ten feet, some say twenty feet deep. We think every farmer should yearly try to plant a small patch of Alfalfa. The only trouble we experienced with it was the first spring when we had to finger out the weeds and grass. Since that it has been able to take care of itself, smothering out other grasses. We sowed in drills about eleven or twelve inches apart and when it grows up two feet high it has the appearance of being broadcast. As we cut it we generally about a rain sow a little fertilizer over the part cut.

about a rain sow a little fertilizer over the part cut.

The next in order among valuable grasses is Orchard Grass, which will grow well on land of ordinary fertility and either in orchards or groves. It does as well or better under light shade as in open fields. We have over two acres of this grass in our peach orchard and pastured four cows in it last year by staking them, both in the spring and during the dry summer and fall. We have seen it eat and tramped so close in places that scarcely a vestige of grass could be seen, but in a few weeks after a rain it would spring up and appear as thrifty as ever. spring up and appear as thrifty as ever. This spring and summer it has grown well and after mowing it we have pas-tured three cows on it and it has never

Then three grants are percental, and the third the property of In the New England States there is a mint to every 68.37.05 (pointion) in the composition of the state of the

BILL ARP'S LETTER.

The weather is a little cyclonish. Just enough for us to enjoy its solemn grand-eur. Broad fields are in front of us, and the blue hills just beyond encircling the valley South and West, and through this valley runs Pettits creek. When the black clouds begin to loom up from behind the hills and the low rumbling valley runs Pettits creek. When the black clouds begin to loom up from behind the hills and the low rumbling thunder is heard we look and watch and listen. Will the storm go round us or will it come. By and by the western sky is all darkened. The sun is hidden, and we catch the roar of wind and watch for the first sight of rain on the crest of the pine covered ridges. If it crosses the mountain it will most surely come and water the valley in front of us, and it most always comes with a wind. We look and wonder and admire as long as we can, for it is a grand display of nature's power, but soon it reaches our very doors, and then we have to leave the piazza and take in the chairs and close the door and let down the windows and wall its pleasure and its perils. The treetops wave and bend furiously about, the tell corn is bowed low, the grape leaves are turned wrong side outwards, the driving storm has obscured all the valley and the mountains beyond, the lightning flashes incessantly and the thunder shakes the ground and jars the windows. There is a solemn stillness in the family room. "Don't sit so near the sewing machine, Jessie; keep away from the hearth, Carl," says Mrs. Arp. The driving rain dashes Jessie; keep away from the hearth, Carl," says Mrs. Arp. The driving rain dashes against the window glass, and creaps in at every crack. There is a leak over the a leak that I have promised Mrs Arp a dozen times to fix, but I can't fix Arp a dozen times to fix, but I can't fix it in such a storm as this, and when the storm is over I put it off for a more convenient season. It is so easy to put off a thing, especially a thing that requires a man to get on top of a house. I don't like elevators nor elevations now—too old and stiff. I have passed the meridian; I have just seen my sixtieth birthday and was kissed all round, and had good wishes and kind words from Mrs. Arp and the children, and the spring chickens were sacrificed, and there was cherry pie without the seed and raspberries and various good things all raised at home.

A storm in the country is worth something to see. We can look out and afar off and we can see the lightning flash and zigzag and corruscate, and have no fear—it is grand, but not fearful—not alarming. The trees are all around us and have never been struck. They are our lightning will strike one lonely tree, but it rarely strikes in a grove or ferest. It has struck twice in our cotton field and killed the cetter but these trees all trees are all struck to the street all the cetter but these trees all killed the cetter but these trees all strees all killed the cetter but these trees all strees all killed the cetter but these trees all strees all killed the cetter but these trees all strees all strees all killed the cetter but these trees all strees all street all strees all street all

has struck twice in our cotton field and killed the cotton, but these trees all killed the cotton, but these trees all around us scatter it and keep it from concentrating. Nabor Freeman says that lightning has a liking for a wagon with one steer, for he passed one on the road day before yesterday while there was a storm on hand and the lightning struck the little one steer wagon and tore it all to pieces, and the steer just went on with nothing but one shaft hitched to him. There was no driver, for the steer had just been turned loose to go home by himself. Cobe says he never did understand this thunder and lightning business, nohow, "for," says he, "some folks say it's the lightnin' that strikes, and some say it's the thunder, but he has storm on hand and the lightning struck the little one steer wagon and tore it all to pieces, and the steer just went on with nothing but one shaft hitched to him. There was no driver, for the steer had just been turned loose to go home by himself. Cobe says he never did understand this thunder and lightning business, nohow, "for," says he, "some folks say it's the lightnin' that strikes, and some say it's the lightnin' that strikes, and some say it's the thunder, but he has noticed one thing, and that is that whenever anything is struck they both comeright smack together and it looks like it takes 'em both to do the work."

We have had a good deal of country life of late and I have no idea of changing base. I had rather live poor in the country than rich in town. We have been harvesting wheat and oats and rye. We went to see a millpond drawn off, and had a big time wading in and grabing the fish under the moss and in the hollow stumps, and trying to hold the slickery eels. I go with the children after mulberries and dewberries and huckleberries. I've hived six swarms of bees and got stung only twice. The children have pulled out the peacocks'

—A colored boy ten years old was drowned in the Saluda river in Newberry County on Sunday. His six companions carefully avoided mentioning the matter until after the body was found, fearing that they would be accused of murder.

that they would be accused of murder.

The Abbeville Medium means business: We want to see the man who said he would pay for his paper in chicks one of nice frying size. We have the crowd at home to eat them.

Bouth Carolina is coming out ahased at New Ocleans. The State has carried off the first premiums on both see island oction and rice—two important agricultural productions.

The bill of General Orant's doctors is said to have already reached \$40,000.

How Will It End?

coming to the fore, but in no country so rapidly as in America, and in no city of the world to such an extent as in New York. In our great metropolis, brains, vigor, dash and fresh blood are always wanted. Young men control New York. They are supreme. Old fogies are not wanted. In an ideal sort of way gray forgets them. It is a fast age. Hurry is the watchword. To day is with us; to-morrow may never come. Slow men trained in the habits of the past generation cannot accommodate themselves to these ideas, and they drop out or are crowded out of the procession. The wear and tear of these hard-working, rapid youngsters is fearful. The average business man in New York takes twenty drinks of whisky a day and smokes fifteen cigars. Nobody can stand this. The young New Yorkers don't stand it. They go down in regiments and squares. But, like the old guard, they die, but never surrender. If a man pulls through it all he is old at the age of forty and retires to take a permanent rest. One result of this unnatural life is the production of a race of pigmics. New York is famous for its young men of small stature and light weight. This comes from excess of all kinds. It is not so with the young women. The girls who do not smoke, drink and dissipate, are large and well built, bright-eyed and rosy-cheeked. They will have to take husbands from the country. The spider-legged dudes around them are not fit for their mates. If we escape a deluge or a revolution the next generation will be a gauzy one, a sert of fleeting show, as it were.—Allanta Constitution.

A Thought for "Our Girls."

"My hands are so stiff I can hardly hold a pen," said farmer Wilbur, as he sat down to figure out some accounts that were getting behind hand.
"Can't I help you, father?" said Lucy, laying down her bright crochet work. "I shell be glad to do so, if you will explain what you want."